



## DIVISION OF AERONAUTICS

Vol. 24 — No. 6

September, 1973

### BOARD OF AERONAUTICS

Three new members recently joined the Board of Aeronautics. Pictured above are six of the seven members. Mr. Tom Burris, a member of the Chamber of Commerce from Hobson, was absent. Left to right are Michael D. Ferguson, Secretary, a fixed base operator from Billings; Thomas F. Kiely, Vice Chairman, a Butte attorney who represents the Montana Pilots Association; Bruce Vanica, a Northwest Airlines representative from Billings; Chairman Richard O'Brien, a Conrad area wheat rancher, and the education representative; William A. Merrick, Bozeman, owner of radio station KBMN, representing the League of Cities and Towns; and Leo Collar of Rexford, Montana, a County Commissioner.

### FAA/DOT ANNOUNCES APORTIONMENT OF ADAP FUNDS

Secretary of Transportation Claude S. Brinegar announced the apportionment of the \$310 million authorized for fiscal year 1974 under the Federal Aviation Administration's Airport Development Air Program (ADAP) for airport projects in the 50 states, the Commonwealth of Puerto Rico, Guam, American Samoa and the Trust Territory of the Pacific Islands.

The funds are authorized by the Airport Development Acceleration act of 1973 (Public Law 93-44) signed by President Nixon June 18, 1973. This Act amended the Airport and Airway Development Act of 1970 (Public Law 91-258).

The Notice of Apportionment is issued to advise Governors and public agencies of funds available for use in public airport development in the states and U. S. possessions. The apportionment amounts are not allocations but are available for use by eligible airport sponsors for projects approved by the FAA.

ADAP funds are authorized for two specific purposes. A total of \$275 million will go for airports served by air carriers certified by the Civil Aeronautics Board and designated general aviation airports which "relieve congestion at airports having a high density of traffic and which serve all segments of civil aviation." The remaining \$35 million is earmarked exclusively for airports serving general aviation.

The \$275 million for airports served by air carriers and those designated as "relievers" is supported as follows:

- \$88,917,000 for distribution to states based upon an area-population ratio.
- \$2.75 million for Hawaii (35

percent), Puerto Rico (35 percent), Guam (15 percent) and the Virgin Islands (15 percent).

- \$91,666,500 to individual airports sponsors based upon the ratio of enplaned passengers at airports served by air carriers to the total enplanements at all such airports.

- \$91,666,500 to be allocated at the discretion of the Secretary of Transportation.

Of the \$35 million for airports serving general aviation, \$25,725,000 is apportioned to states based upon the area/population ratio; \$525,000 goes to airports in Hawaii, Guam, Puerto Rico and the Virgin Islands, and \$8.75 million will be allocated at the discretion of the Secretary.

Amounts apportioned by state are available for use by airports in the state for a two-year period. Amounts designated for individual airport sponsors through the enplaned passenger formula are available for three years.

Funds not obligated by a grant agreement between the FAA and an airport sponsor by the expiration date will be added to the Secretary's discretionary fund for airport development without regard to geographical boundaries.

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**DEPARTMENT OF  
INTERGOVERNMENTAL  
RELATIONS**

**Thomas L. Judge, Governor  
Frank McChesney, Director  
Martin T. Mangan, Deputy Director**  
Official Monthly Publication  
of the

**DIVISION OF AERONAUTICS**

City/County Airport

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Helena, Montana 59601

**William E. Hunt, Administrator**

**Worthie M. Rauscher,  
Deputy Administrator**

**Board of Aeronautics**

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Thomas F. Kiely, Vice-Chairman  
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Tom Burris, Member  
William A. Merrick, Member  
Leo Collar, Member  
Bruce Vanica, Member



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*Administrator's  
Column*



On behalf of the Board of Aeronautics and the staff of the Division of Aeronautics I welcome Mr. Frank McChesney, the new Director of the Department of Intergovernmental Relations. Like the other divisions of the department, we expect to increase our services to the people of the State of Montana and to the local governments under his directorship.

On September 10 I had the pleasure of attending the Livingston Hangar Meeting of the Montana Pilots Association. As speaker I talked about business aircraft and made some remarks concerning the present status of the Division of Aeronautics. We were especially pleased that Mr. Frank McChesney, Director of the Department of Intergovernmental Relations, Mr. Tom Mangan, Deputy Director of the Department, and some friends were also able to attend.

Mr. Glen Raney, Secretary of the Hangar, was chairman of the meeting and the business that took place consisted of electing as President, Mr. Steve Palmbush, who is a former Navy pilot now with the bank in Livingston. Vice President is Tom Peterson, a rancher, and the Secretary is Glen Raney, who is with the Flight Service Station of the FAA.

It was nice to appear in Livingston this time knowing that the Flight Service Station at least had an extended life and was no longer in the immediate shadow of being closed. Anyone who flies in and around the area of Livingston knows the value and need for that Flight Service Station. Seeing such an active and energetic group meeting as we did at the Hangar meeting assures

me that the needed facility will be there for a long time to come. I congratulate the officers on that meeting and for what I'm sure will be a great future for the Hangar in Montana. We need these organizations to make sure that the general aviation industry is fully represented in Montana.

\* \* \* \* \*

I was called away before being able to see the complete presentation by the Golden Sentinel team in Great Falls on the 14th and 15th of September. During the break Friday evening many of the attendees expressed satisfaction at having braved the storm to come and hear this refresher course for the general aviation pilot. I want to thank Victor Friar, Jr., Accident Prevention Coordinator, Flight Standards Division, Rocky Mountain Region of the FAA, and George Batchelder and his team for the job that they did.

I would also like to thank the news media of Montana for spreading the word so far and wide.

\* \* \* \* \*  
**LEGAL NOTES**

Another legal case involving aviation that may be of interest to readers is a case where an air taxi operator had his certificate suspended but continued to operate, using the certificate of a second operator and flying aircraft under the authority of the second certificate. There was a contract between the operator whose certificate was suspended, and the second certificate holder, but the Federal Aviation Administration held that the contract was unlawful and that a certificate authority could not be transferred. The FAA inspectors were aware of the contract between the suspended operator and second certificate and allowed it to continue for some time before acting to terminate the flights being conducted by the operator whose license had been suspended. However, the Hearing Officer held that even though the delay of action by the Administrator was unreasonable and unwarranted, he terminated the flights operating under the second certificate and did

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Left to right, back row: Tony Lansbarkis, Martin Mangan, Paul Rennie, Glen Raney. Front row, Tom Peterson, Frank McChesney, Steve Palmbush and Bill Hunt.

### LIVINGSTON MPA HANGAR MEETING

At an entertaining and interesting supper meeting, the Livingston Hangar met and elected Steve Palmbush President of the organization; Tom Peterson, Vice President, and Glen Raney, Secretary. The group was told that the recent expansion at Livingston to accommodate business jets could mean increased industrial and recreational activity in Livingston and the surrounding area. They saw a slide presentation of how the nation's 27,000 business aircraft serve

local communities and airports not served by air carrier routes. Bill Hunt, Administrator of the Division of Aeronautics, made the presentation based on the National Business Aircraft Association's information. He said that one of the primary considerations of business people locating away from major centers is the availability of suitable airports for transporting executives and supplies. Guests attending the meeting included Frank McChesney, Director of the Department of Intergovernmental Relations, and Martin Mangan, Deputy Director of the Department.



### YELLOWSTONE AIRPORT RECEIVES GRANT

The Federal Aviation Administration has awarded \$32,800 to the State of Montana for the purchase of a fire fighting and rescue vehicle for use at the state-owned Yellowstone Airport, West Yellowstone, Montana.

### NEW BILLINGS SERVICES

Billings Radar Departure Service and Airport Surveillance Radar Approaches were inaugurated on July 26, with the Arrival Service to be commissioned thirty to sixty days after that date. Pilots arriving in the Billings area should contact Approach Control on 120.5 approximately 20 miles out for radar services.

### CIVIL AIR PATROL SEEKING AIR FORCE RESERVISTS

The Air Force-Civil Air Patrol Reserve Assistance Program has an unlimited number of openings for Air Force officer and NCO reservists interested in earning retirement points by serving as advisors to Montana's Civil Air Patrol (CAP) personnel. Qualified applicants would become members of the 9004th Air Reserve Squadron headquartered in Denver, Colorado. Application is open to any Air Force reservist currently in, or willing to enter, a "ready" status.

CAP Reserve Assistance Program assignees receive no remuneration other than points for promotion and retirement purposes; however, they enjoy membership in one of the few reserve organizations which does not require mandatory participation in scheduled drill assemblies or attendance at summer training encampments in order to maintain their active reserve status.

A limited number of voluntary two and three-week summer active duty tours with full pay and allowances are available to 9004th reservists at various Air Force/or CAP-sponsored special activities such as college aerospace education workshops, cadet encampments and the annual International Air Cadet Exchange Program.

Reservists interested in applying for membership in, or learning more about, the 9004th Air Reserve Squadron are urged to contact Major Richard Harwood, USAF-CAP-LO, Mt Wg, Fort Harrison, Montana 59636; telephone (406) 443-5440.

### GENERAL AVIATION AIRCRAFT SALES HIGH

Shipments of new general aviation aircraft in the first half of this year soared to 6,798 units, up 44% from 4,721 units a year ago, according to General Aviation Manufacturers Association.

Aircraft net billings for the same period were up sharply from last year with \$395 million reported, up 59% from \$248 million in 1972. Dollar volume was an industry high for this period and the month of June.



## CONGRATULATIONS



### FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS STUDENT

Harold Grendal—Eureka  
Lee Winterowd—Belgrade  
**PRIVATE**  
Kathleen Kilbride—Billings  
Wayne Israel—Billings  
Roger Williams—Hammond  
Carolyn Keats—Broadus  
Jane Janssen—Coalwood  
Glen Raney—Livingston  
William Ferguson—Livingston  
Larry Beary—Kalakaket Creek, Alas.  
Loyd Haffey—Ft. St. John, British Columbia  
Bert Steppler—Brockton  
Jerilyn Tessmer—Billings  
Cornelis Sterkman—Ouddorp, Holland  
Morton Tiffany—Billings  
Edward Yedlicka—Fromberg  
Joseph Gayan—Kalispell  
Curtis Kleppen—Plentywood  
Jerry Namken—Las Cruces, N.M.  
Richard Jones—Bozeman  
Travis Chlarson—Livingston  
Wallace Averett—Casper  
Ricky Knuckler—Forsyth  
Carter Pierce—Billings  
John Scott III—Billings  
Jack Burke—Billings  
William Martin—Hardin (Glider)  
David Frizzell—Billings  
Fred Robinson—Malta (MEL)  
Dennis Tessmer—Billings  
Frank Michels—Laurel  
Glenn Chidlow—Ponoka, Alberta  
Marlew Hoskins—Missoula  
Lyle George—Cut Bank  
Andrew Grande—Missoula  
Robert Basham—Troy  
Marvin Gillispie—Stevensville  
Jordon Fosland, Jr.—Scobey  
Thomas Sanford—Polson  
Michael Sutter—Martin City  
Melvin Pratt—Great Falls (MEL)  
Dean Mechels—Great Falls  
Nicholas Browning—Belt

Darrell Douglass—Great Falls  
Steven Burgh—Whitefish  
Marcus Tousey—Kalispell  
William Gaertz—Malta  
James Monahan—Missoula  
James Gray—Ralston, Wyoming  
Josiah Craig—Havre  
Thomas Langel—Bozeman  
Douglas Mead—Kalispell  
John Macchia—Havre (SEL, MEL)  
Raymond Waldbillig—Philipsburg  
George Comeran—White Sulphur Springs  
Lawrence Bills—Carmen, Idaho  
John Peterson—Whitefish  
Dennis Tilton—Helena  
Michael Pardis—Great Falls  
Barry Smith—Big Sandy  
William Newborg—Intercourse, Pennsylvania  
David Anderson—Boise, Idaho  
Lawrence Kissler—Missoula  
Edward Kurtz—Missoula  
William Hanson—Columbia Falls  
Harvey Fladland—Malta  
Thomas Graves—Helena  
Harold Montgomery—Libby  
John Parker—Shelby  
Rodney Herrig—Havre  
Gregory Stoick—Kalispell  
William McNulty—Stevensville  
Janice Rentz—Edmonton, Alberta (Special Purpose)  
John Drumheller—Bozeman  
Robert Johnson—Great Falls (MEL, Mil. Comp.)  
Eleanor Bailey—Calgary, Alberta (Special Purpose)  
Robert Holter—Bozeman  
William Cobb—Augusta

### COMMERCIAL

Laurence Hoem—Grey Cliff  
Christopher Buckberry—Calgary  
Earl Norcutt, Jr.—Glasgow  
Phillip Craven—Opheim  
Louis Link—Billings (MEL)  
Albert Newby—Belgrade (Glider)  
Gary Morris—Great Falls  
William Hammond—Minot, North Dakota (MEL)  
Harry Noel, Jr.—Belgrade (Glider)  
Paul Newby—Bozeman (Glider)  
Forrest Jones—Billings (MEL)  
William Smith—Chowchilla, Calif.  
James Cooney—Lolo (MEL)  
John Ming—Kalispell  
Frederick Sheehan—Great Falls

John Tidball—Bozeman (Instrument, Helicopter)  
Earl Andrus—Missoula  
Maurice Greenhalgh—Calgary, Alberta (Special Purpose)  
Floyd Orr—Stevensville  
Jackie Sharp—Lakeside (ASES)  
Jerry Olson—Columbia Falls (ASES)  
Thomas Bailey—Calgary, Alberta (Special Purpose)  
Charles Lynch—Helena (ASEL, MEL, Instrument)  
Donald Thelen—Helena (MEL)

### INSTRUMENT RATING

Gordon Miller—Great Falls  
Vance Vickers—Lolo  
Francis Schmidt—Columbia Falls  
Wilfred Miller—Whitefish  
Charles Koehler—Santa Fe, N.M.  
Richard Hartman—Downey, Calif.  
Milo Naylor—Anaconda  
Theodore Kopp—Great Falls  
Koehler Stout—Butte  
Donald Monforton—Bozeman (Helicopter-Mil. Comp.)  
Fred Frye—Great Falls

### FLIGHT INSTRUCTOR

Edward Spaizierath—Billings  
Edwin Jenks—Vail, Colorado  
Paul Newby—Bozeman (Glider)  
John Poling—Glasgow  
William Keil—Glendive  
Donald Van Manen—Missoula (Rotorcraft)

James Cooney—Lolo (Instrument)  
Gary Cusick—Kalispell

### GROUND INSTRUCTOR

Donald Macaulay—Missoula (Basic)

### AIRFRAME MECHANIC

Robert Lovell—Missoula  
Scott Hoffmeyer—Scobey  
Lawrence Drake—Billings

### POWERPLANT MECHANIC

Scott Hoffmeyer—Scobey  
Gay Conner—Three Forks

### PARACHUTE RIGGER

Marc Johnson—Arleta, Calif. (Master)  
John Walden—Republic, Wash. (Master)  
John Boles—Pleasant Hill, Calif. (Senior)  
Everett Curdy—Corvallis (Senior)  
Gerald Smith—West Yellowstone (Senior)  
Edward Nellist—Eureka, Calif. (Senior)  
Stephen Williams—Missoula (Senior)



Gary Youngquist—Bigfork (Master)  
James Scofield—Missoula (Master)  
Jan McLaren—Missoula (Senior)  
Dean Peterman—Missoula (Master)

#### **ROTORCRAFT-HELICOPTER**

Donald Van Manen—Missoula  
Gary Hancock—Great Falls

#### **REPAIRMAN**

Bennie Jones—Butte  
Gary Houseman—Butte



#### **DIRECTOR, INTERGOVERNMENTAL RELATIONS**

Frank McChesney is an experienced administrator with 20 years in planning, urban renewal and economic development at all levels of government. Prior to July 1973, when Mr. McChesney was appointed Director by Governor Tom Judge, he was Chief of Technical Assistance for the Economic Development Administration in Seattle. In this position he led a staff administering a variety of projects including market analyses of business ventures, managerial staff development and applications of advance technology in the forest products industry.

For four years he was Seattle's Chief Urban Renewal Planner. He took this position as Seattle began its urban renewal program and dealt with community groups to study the city and plan its urban renewal program.

Previously Mr. McChesney was Associate Planning Director for Pittsburgh, Pennsylvania. He was primarily concerned with urban renewal

and was involved in pioneering community self-help programs. In this position he worked closely with civic and public groups planning and then presenting the programs which dramatically upgraded Pittsburgh.

Mr. McChesney also served as Regional Supervisor of Pennsylvania's Community Development Bureau. In this position he helped develop and administer the U. S. Housing and Urban Development (HUD) funded local planning programs.

He has also been employed as a part-time consultant to HUD, Visiting Critic of the Carnegie Institute of Technology Architecture School, and guest lecturer at six different colleges and universities in both the East and on the West coast.

Mr. McChesney is a member of the American Institute of Planners, the American Society of Planning Officials and the American Society for Public Administration.

A Navy veteran, he has a B.A. in sociology from Pennsylvania State University, a Master of Public Administration from the University of Pittsburgh, and a Master of Urban Planning from the University of Washington.

cedures and innovations for the conduct of search and rescue operations.

Bill Hunt, Administrator of the Division of Aeronautics, made a welcoming speech and the meeting was then started by Jack Wilson, Chief of the Safety and Compliance Bureau, who is the overall search coordinator for the State of Montana. This meeting was the initial meeting for three new search and rescue coordinators, namely Mr. Myron K. Strand, District 2 at Kalispell, and Mr. T. Miller Bryce and Eric A. Bryce, co-coordinators for District No. 1, from Plains, Montana.

In addition to coverage of new procedures and latest innovations on reports, each of the search coordinators was given a communications sheet for his particular district and asked to correct the information on these sheets and return them so that an over-all search and rescue manual could be redone which would reflect more accurate information for all concerned.

In addition to presentations by the Division of Aeronautics, a presentation was made by Mr. Robert Batch, Chief Law Enforcement Teletype



#### **SEARCH AND RESCUE COORDINATORS**

On 31 July 1973 the Montana Division of Aeronautics conducted a Search and Rescue Coordinators meeting at the Holiday Motel in Helena. This meeting was conducted to apprise the Search and Rescue Coordinators of the fourteen separate districts in Montana of the latest pro-

cedures and innovations for the conduct of search and rescue operations. Writers Communications Bureau located in Helena, wherein he pointed out how the use of teletypewriter law enforcement communications procedures could be beneficial to each and every one in the state concerned with spreading information through the law enforcement agencies.

In attendance at the meeting were  
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## FAA INSPECTOR'S CORNER



By Dale Uppinghouse  
Accident Prevention Specialist  
GADO No. 1, Billings

### "PROPELLORS NEED LOVE, TOO"

A perusal of late issues of General Aviation Inspection Aids has impressed this writer with the number of propellor blade failures that have been reported. Aircraft propellers are subject to a gee whiz number of vibration stresses coming from the engine and airstream to which are added high bending and centrifugal loads. Metal propellor blades are generally susceptible to fatigue failures resulting from concentration of stresses at the bottom of sharp nicks, cuts, and even scratches.

OK, you say; but what can we as pilots do about it? Well, we can examine the blades carefully on every pre-flight. We can watch carefully where we run up. Have you ever noticed that little whirly-gig that forms just below and slightly in front of a propellor running on the ground? It pulls up dirt and small pebbles when the prop is turning and when the airplane is standing still or moving slowly. When the prop increases RPM, the intensity of whirly-gig increases.

To avoid adding debris to this little tornado, we can push the airplane to a spot where the prop will not pick up things when we start the engine. Don't use high power settings to taxi through gravel. Don't ride the brakes while using power. If it is necessary to take off from a gravel strip, get rolling with as little power as possible; then apply full power after you are rolling. Keep in mind that the prop blades at high RPM are going to whack those pebbles at nearly the speed of sound. Have you seen a jet fighter make a low pass down a runway? That's just about the speed that your prop tips are traveling. Small wonder then that the granular structure of the metal

is disturbed around those nicks. An examination of a failed blade usually shows stress lines extending a surprising distance from a small dent in the leading edge.

A good habit to get into when taxiing tricycle geared airplanes is to wrap your elbow around the wheel and hold it back against the stop. As you apply power, the elevator is pushed down by the prop blast. The nose wheel strut extends an inch or so, and the propellor blades stay up further out of harm's way.

A blade failure can bring about disassembly of the airplane in flight. If you should be so unfortunate as to lose a portion of a propellor blade in flight, you will not need a co-pilot to call it to your attention. Grab the throttle immediately (if you can locate it in the blur). Yank it closed. Raise the nose and slow down. If you have a controllable prop, go to low RPM (all the Feathering props should, of course, be feathered immediately. Obviously, it's better practice not to shed part of the blade at all. Have a competent mechanic examine those blades whenever any nicks, scratches, or gouges appear. They can dress the blades to relieve the stresses. There's a knack to it, so don't try to do it yourself. FAR's say, in effect, that only competent mechanics should do it. If you see some nicks there, it might be a good idea to have them dye-checked. That's a pretty good way to detect any hair-line cracks that may have started.

A prop can be operated for a long time without gathering all that rash. Just keep in mind what is going on out there under that prop, and don't go taxiing through the rocks.

(Continued from Page 5)

Mike Schukert, Aerospace Education Specialist for the Division of Aeronautics; Al C. Newby, Search Coordinator District 11; Herb Sammon, Search Coordinator, District 3 at Cut Bank; H. L. Holman, Search Coordinator, District 4, Great Falls; J. W. Rogers, Search Coordinator, District 6, Lewistown; Walter Hensley, Search Coordinator, District 5, Havre; Sig

Ugrin, Search Coordinator, District 9, Miles City; Tech, Sgt. Kenneth L. Veal, U. S. Air Force assigned to Montana Wing Civil Air Patrol Liaison Office at Helena; Major Richard T. Harwood, U. S. Air Force in charge of the Civil Air Patrol Liaison Office at Helena; Lt. Col. O. Pote Morrow, Montana Civil Air Patrol Wing Commander from Great Falls; Worthie M. Rauscher, Deputy Administrator, Division of Aeronautics; Roy M. Bulger, Executive Secretary, Montana Sheriff's and Peace Officer's Association; Robert A. Palmersheim, representing search coordinator for District 10, Billings; Phil Gunn, Civil Air Patrol Administrative Officer, Helena; Myron K. Strand, Search Coordinator for District 2, Kalispell; T. Miller Bryce and Eric A. Bryce, Co-coordinators for District 1, Plains, Montana; Bill Hunt, Administrator of the Division of Aeronautics, Helena; Robert Batch, Chief Law Enforcement Teletypewriter Communications Bureau, Helena; and Jack Wilson, Chief, Safety and Compliance Bureau, Division of Aeronautics, Helena. Most of the above-named individuals may be seen in the accompanying photograph.



## TOWER

## OPERATIONS

### JULY 1973

	Total Operations	Instrument Operations
Billings .....	10,331	2,307
Great Falls .....	8,695	1,798
Missoula .....	7,568	670
Helena .....	4,776	536

### AUGUST 1973

	Total Operations	Instrument Operations
Billings .....	10,953	2,351
Great Falls .....	8,973	1,867
Missoula .....	9,766	909
Helena .....	5,204	524

## FEDERAL AVIATION ADMINISTRATION ITINERARY LISTINGS

Airport	Oct.	Nov.	Dec.
Bozeman .....	17	.....	19
Culbertson .....	3	.....	5
Glasgow .....	.....	7	.....
Glendive .....	.....	29	.....
Great Falls .....	3	7	5
Kalispell .....	.....	28	.....
Lewistown .....	17	.....	19
Miles City .....	.....	28	.....
Missoula .....	10	14	12
Sidney .....	4	.....	6



(Continued from Page 1)

Requests for grant-in-aid for development needs for FY 1974 are being accepted by FAA Field Offices, which are providing information and guidance on the proper preparation of applications. The ADAP is being administered on a continuing basis with announcements of approved projects made periodically.

These funds are available in varying percentages to supplement local funding for federally approved projects. Generally, 50 percent federal funding is allowed for projects at large busy airports and 75 percent at smaller airports.

Under this program \$275 million has been authorized for FY 1974 for air carrier/reliever airports, and \$35 million for general aviation, making a total of \$310 million. Montana's portion of the air carrier and reliever airport funds is \$1,925,330; and of the general aviation airport funds, \$557,026. In addition, the air carrier airport sponsors have available \$251,129 based on passenger enplanement at the several air carrier airports. The amounts to the individual airports vary from Billings, \$95,957, down to the lowest figure being Havre City-County Airport receiving \$297.

All of the airports within the State of Montana are eligible to receive federal airport construction grants under the 75% criteria. In addition, the several states receive an additional grant based on the federally owned lands within any given state, therefore, the airport sponsors within the State of Montana will receive 79.46% for the total eligible construction cost from the Federal Aviation Administration. It now appears that the air carrier airports in Montana will be able to generate the matching funds to fully utilize the federal funds available for air carrier airport construction. The outlook for utilizing a general aviation fund is not as optimistic. For fiscal year 1974 general aviation has available the \$557,026 plus a carry-over of \$477,451 from fiscal year '73 for a total of \$1,054,477. The need of the

general aviation airports in the State of Montana is readily identifiable. We would like to encourage all sponsors of general aviation airports to contact the Division of Aeronautics or the Federal Aviation Administration's Airport Office, FAA Building, Room 2, Helena Airport, Helena, Montana 59601 to discuss their needs and obtain their assistance in developing a construction project. On 1 July 1973 the State of Montana lost \$416,404.68 in money earmarked for general aviation because of lack of project applications.

We would further like to encourage airport sponsors to utilize state and federal funds presently available to do master planning. The federal government will grant  $\frac{2}{3}$  of the cost of the master plan; the State of Montana will provide up to \$1,000; with the balance being paid by the local airport sponsor. The airport master plan is a valuable tool in assisting the local municipalities in anticipating needed growth and developing the needed funding for construction.

The Division of Aeronautics and the Airport's District Office of FAA will be very pleased to meet with any airport sponsor to further explain available programs and assist in developing a planning or construction project.

(Continued from Page 2)

not excuse the suspension of the first operator's license.

The FAA became aware of the operation under the second certificate on December 19, 1972, but did not take any action until April of 1973, causing the fixed base operator whose license had been suspended to believe that he was legal under the second certificate. However, the Law Judge said this was not the case, although the order to revoke the first operator's license was reduced to suspension because of the delays and misunderstandings.

This case points to the problem of interpretation of rules by the FAA and by the fixed base operator and indicates the difficulties faced by the fixed base operator who believes he is operating with authority because

of knowledge by the FAA of what he is doing. Any operator whose operation is questioned will want to carefully study alternative action before proceeding with a new course of action and should get any approval stated in writing if possible.

## EDITOR'S NOTE

By Bernice M. Peacock

Randy Bowsher has left the Aeronautics Division and we all wish him well in his new job with the Department of Health. His fine work with Montana and the Sky has been appreciated.

Bernice Peacock has been with the Montana Aeronautics Commission, and now the Division of Aeronautics over six years and will try to bring you the kind of news you want. If you have items you think would be of interest to Montana pilots, please forward them for consideration and possible inclusion in the newsletter. If you have fly-ins, airport dedications, or other items which you wish publicized in advance in our monthly calendar, or in news items, by all means keep us informed. Only by your letting us know about them can we give you advance publicity.

Letters to the Editor will be printed regularly if you care to write us with your views or gripes.

## CALENDAR OF AVIATION EVENTS

**October 1-5, 1973**—National Assn. of State Aviation Officials National Convention, Knoxville, Tenn.

**October 1-5, 1973**—Montana Airport Fire Rescue Service Training School, Great Falls International Airport, Great Falls, Montana.

**October 6 & 7**—Montana Flying Farmers Annual Convention, Wolf Point, Montana.

**October 12 & 13**—Civil Air Patrol Annual Convention, Las Vegas, Nev.

**November 27-30**—National Aviation Trades Assn. Annual Meeting, Convention & Trade Show, Bal Harbor, Florida.

**Jan. 25-26, 1974**—Golden Sentinel Safety Seminar, Billings, Montana.



## Letters to the Editor

Montana Aeronautics Commission  
P. O. Box 1698  
Helena, Montana 59601

Dear Sirs:

About four months ago I won the Youth in Aviation Award for C. M. Russell High School. I've completed the ten hours and I believe a thank-you note is in order. Thank you very much for the chance to fly. I really appreciate it. I didn't solo and I can't continue flying now, but eventually I'm going to go on and get the license. Right now I plan to attend the Vo-Tech School at Helena and become an aircraft mechanic. So I figure that in 5 or 6 years I'll be able to own my own plane.

Again, thank you greatly for the

award. I'm sorry this note is so late.

/s/Gilbert Stover  
Great Falls

Montana Department of Aeronautics  
Airport Road

Helena, Montana 59601

Attention: Mr. William Hunt,  
Administrator

Dear Mr. Hunt:

The recent Mountain Flying Course which was held in Lincoln under the auspices of the Montana Civil Air Patrol has been evaluated as a success.

On behalf of all the Squadrons of the Montana Wing Civil Air Patrol and their members who participated in this course I want to thank you and the Montana Department of Aeronautics for your cooperation and

the use of your facilities.

Over thirty pilots took part in this two day event in which more than sixty hours were logged in, an average of about two hours per pilot. We used runways at Lincoln, Seeley Lake, Condon, Elk Trail Park and Benchmark. We used your Benchmark strip the most and we are particularly indebted to the Montana Department of Aeronautics for the use of this facility.

We are going to make this Mountain Flying Course an annual event and we hope that you can join us the next time.

Sincerely yours,  
/s/Pete O. Morrow  
Lt. Colonel, CAP  
Commander

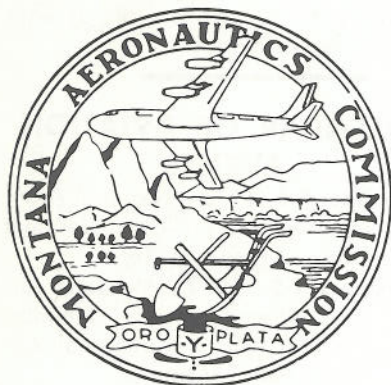
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